

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-161-64

Relating to Exemptions Under Section 27156
of the Vehicle Code

Gale Banks Engineering.
Git, Stinger, Stinger-Plus and PowerPack Kits

Pursuant to the authority vested in the Air Resources Board by Section 27156 of the Vehicle Code; and

Pursuant to the authority vested in the undersigned by Section 39515 and Section 39516 of the Health and Safety Code and Executive Order G-45-9;

IT IS ORDERED AND RESOLVED: That the installation of the Git, Stinger, Stinger-Plus and PowerPack kits, manufactured and marketed by Gale Banks Engineering, 546 Duggan Avenue, Azusa, California 91702 has been found not to reduce the effectiveness of the applicable vehicle pollution control system and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for applicable 1999 ½ through 2002 model-year Ford trucks equipped with the 7.3L turbo-diesel engine, as listed in Exhibit A.

The Git-Kit includes the following main components: Tailpipe, muffler, and an engine calibration module.

The Stinger includes the following main components: A K&N style air filter in the stock air filter housing, factory turbine outlet pipe is replaced with a 3.5" diameter turbine outlet pipe manufactured out of 17 gage stainless steel, a wastegate actuator, tailpipe, muffler, and an engine calibration module.

The Stinger-Plus includes the following main components: A K&N style air filter in the stock air filter housing, factory turbine outlet pipe is replaced with a 3.5" diameter turbine outlet pipe manufactured out of 17 gage stainless steel, a wastegate actuator, the 1.15 A/R stock turbine housing is replaced with a 1.0 A/R turbine housing, tailpipe, muffler, and an engine calibration module.

The PowerPack includes the following main components: A K&N style air filter in the stock air filter housing, replacement intercooler, replacement intake plumbing, factory turbine outlet pipe is replaced with a 3.5" diameter turbine outlet pipe manufactured out of 17 gage stainless steel, a wastegate actuator, the 1.15 A/R stock turbine housing is replaced with a 1.0 A/R turbine housing, tailpipe, muffler, and an engine calibration module.

This Executive Order shall not apply to any Gale Banks Engineering's Git, Stinger, Stinger-Plus and PowerPack Kits advertised, offered for sale, sold with, or installed on a motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

This Executive Order is valid provided that the installation instructions for the Git, Stinger, Stinger-Plus and PowerPack Kits will not recommend tuning the vehicle to specifications different from those of the vehicle manufacturer.

Changes made to the design or operating conditions of the Git, Stinger, Stinger-Plus and PowerPack Kits, as exempt by the Air Resources Board, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

Marketing of the Git, Stinger, Stinger-Plus and PowerPack Kits using any identification other than that shown in this Executive Order or marketing of the Git, Stinger, Stinger-Plus and PowerPack Kits for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board. Exemption of the Git, Stinger, Stinger-Plus and PowerPack Kits shall not be construed as exemption to sell, offer for sale, or advertise any component of the kit as an individual device.

This Executive Order does not constitute any opinion as to the effect the use of the Git, Stinger, Stinger-Plus and PowerPack Kits may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on emissions test data which showed that the worst case kit, PowerPack, did not adversely affect tailpipe emissions during comparative Cold Start 505 Federal Test Procedures. Results of the modified test and the baseline emission levels are listed below. A 2000 Ford F-350 with a 7.3L diesel engine, and certified to the low emission vehicle (LEV) emission standards was used as the test vehicle.

	HC	CO	NOx	PM	Opacity
Stock	0.57	1.6	7.4	0.150	9.0%
PowerPack	0.43	1.5	7.4	0.115	16.9%
Difference	-0.14	-0.1	0.0	-0.035	

Test results showed that tailpipe emissions during comparative Cold Start 505 Federal Test Procedure with the PowerPack installed on the vehicle did not cause exhaust emissions to exceed the baseline emissions by more than the allowed limits of 10 percent or 0.1 grams per mile on hydrocarbon (HC) and oxides of nitrogen (NOx), 15 percent or 1.0 grams per mile carbon monoxide (CO), and 15 percent or 0.03 grams per mile on PM as specified in the "Procedures for Exemption of Add-On and Modified Parts." Opacity test results which were generated using the highest reading on the Smoke Opacity Test were below the 40 percent standard.

This Executive Order is also based on the On Board Diagnostic II (OBD II) testing conducted on the same vehicle. Test data showed that the PowerPack when installed on the vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

In addition to the foregoing, the ARB reserves the right in the future to review this Executive Order and the exemption provided herein to assure that the exempted add-on or modified part continues to meet the standards and procedures of Title 13, California Code of Regulations, Section 2222, et seq.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF GALE BANKS ENGINEERING'S GIT, STINGER, STINGER-PLUS AND POWERPACK KITS.

No claim of any kind, such as "Approved by the Air Resources Board", may be made with respect to the action taken herein in any advertising or other oral or written communication.

Violation of any of the above conditions shall be grounds for revocation of this order. The order may be revoked only after a ten-day written notice of intention to revoke the order, in which period the holder of the order may request in writing a hearing to contest the proposed revocation. If a hearing is requested, it shall be held within ten days of receipt of the request and the order may not be revoked until a determination is made after the hearing that grounds for revocation exist.

Executive Order D-161-61, dated March 2001, is superseded and of no further force and effect.

Executed at El Monte, California, this 25TH day of March 2002.



Allen Lyons, Chief
New Vehicle/Engine Programs Branch

Exhibit A

<u>Part no</u>	<u>Kit</u>	<u>Application</u>
47464	POWERPACK	2000-01 EXCURSION
47459	STINGER PLUS	2000-01 EXCURSION
47454	STINGER	2000-01 EXCURSION
47460	POWERPACK	1999.5-02 F250/350 AUTO
47462	POWERPACK	1999.5-02 F250/350 MAN
47461	POWERPACK	1999.5-02 F450/550 AUTO
47463	POWERPACK	1999.5-02 F450/550 MAN
47455	STINGER PLUS	1999.5-02 F250/350 AUTO
47457	STINGER PLUS	1999.5-02 F250/350 MAN
47456	STINGER PLUS	1999.5-02 F450/550 AUTO
47458	STINGER PLUS	1999.5-02 F450/550 MAN
47450	STINGER	1999.5-02 F250/350 AUTO
47452	STINGER	1999.5-02 F250/350 MAN
47451	STINGER	1999.5-02 F450/550 AUTO
47453	STINGER	1999.5-02 F450/550 MAN
47400	GIT KIT	1999.5-02 F250/350
47401	GIT KIT	1999.5-02 F450/550
47477	POWERPACK	2001 F250/350 MAN
47472	STINGER PLUS	2001 F250/350 MAN
47440	POWERPACK	1999.5 F250/350 AUTO
47442	POWERPACK	1999.5 F250/350 MAN
47441	POWERPACK	1999.5 F450/550 AUTO
47443	POWERPACK	1999.5 F450/550 MAN
47435	STINGER PLUS	1999.5 F250/350 AUTO
47437	STINGER PLUS	1999.5 F250/350 MAN
47436	STINGER PLUS	1999.5 F450/550 AUTO
47438	STINGER PLUS	1999.5 F450/550 MAN
47430	STINGER	1999.5 F250/350 AUTO
47432	STINGER	1999.5 F250/350 MAN
47431	STINGER	1999.5 F450/550 AUTO
47433	STINGER	1999.5 F450/550 MAN